Bakersfield 99 Rehabilitation Project

On State Route 99 in Kern County, in the City of Bakersfield from Brundage Lane to Beardsley Canal Bridge
06-KER-99-PM 23.6/28.4
0613000051

Initial Study
with Proposed Mitigated Negative Declaration

Prepared by the
State of California Department of Transportation

December 2015

Caltrans

General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Kern County, California. The document describes the project, the existing environment that could be affected by the project, potential impacts from the project, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this Initial Study. Additional copies of this document as well as the technical studies are available for review at the Caltrans district office at 1352 W. Olive Avenue, Fresno, CA 93728, weekdays from 8:00 a.m. to 4:00 p.m., and the Beale Memorial Library, 701 Truxtun Avenue, Bakersfield, CA, Monday through Thursday 11 a.m. to 7 p.m. and Friday through Saturday 10 a.m. to 6 p.m. The document can also be accessed electronically at the following website: http://www.dot.ca.gov/dist6/environmental/envdocs/d6/.
- We welcome your comments. If you have any concerns about the project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to Caltrans at the following address:

  G. William "Trais" Norris III
  San Joaquin Environmental Management Branch
  California Department of Transportation
  855 M Street, Suite 200
  Fresno, CA 93721-2716

- Submit comments via email to: trais.norris@dot.ca.gov.
- Submit comments by the deadline: March 16, 2016.

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and build all or part of the project

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: G. William "Trais" Norris III, Environmental Management Branch, 855 "M" Street, Suite 200, Fresno, CA; (559) 445-6447, District 6 Public Affairs Office at (559) 488-4067, or use California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 71

06-KER-99-23.6/28.4
0613000051

A rehabilitation project on State Route 99 in Kern County within the City of Bakersfield

INITIAL STUDY
with Proposed Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

12/30/2015
Date of Approval

G. William "Trais" Norris III
Senior Environmental Planner
California Department of Transportation

- If you have any concerns about the project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to Caltrans at the following address:

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Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes a roadway improvements project on State Route 99 in Kern County within the City of Bakersfield.

Determination

This proposed Mitigated Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Mitigated Negative Declaration for this project. This does not mean that Caltrans' decision on the project is final. This Mitigated Negative Declaration is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons.

Caltrans has prepared an Initial Study for this project and, following public review, has determined from this study that the project would not have a significant effect on the environment for the following reasons.

The proposed project would have no effect on: agriculture and forest resources, public services, recreation, population/housing, mineral resources, land use, hydrology/water quality, geology/soils, air quality, and cultural resources. In addition, the proposed project would have no significant effect on: traffic, utilities and service systems.

In addition, the proposed project would have no significantly adverse effect on aesthetics and biological resources because the following mitigation measures would reduce potential effects to insignificance:

- Aesthetics: Highway replacement planting to include trees, native shrubs and grasses
- Burrowing Owl: Conduct pre-construction surveys. Active nests to be protected by 165-foot buffer outside of the nesting season and 650-foot buffer during the nesting season. Passive relocation to be implemented if active burrows located in the construction area cannot be protected or avoided.
- San Joaquin kit fox: Conduct pre-construction surveys. Monitor potential, atypical and known dens located within the project footprint and once verified to be unoccupied, temporary block dens for duration of the project. Use temporary railing (Type K) modified with openings in project area to allow night-time passage. Install Environmentally Sensitive Area fencing around den openings and check fencing to ensure it remains intact for project duration.
- San Joaquin woolly-threads: Conduct pre-construction protocol surveys if work will be done in the Kern River channel or along banks.

_____ _____

G. William "Trais" Norris III
Senior Environmental Planner
California Department of Transportation

Date

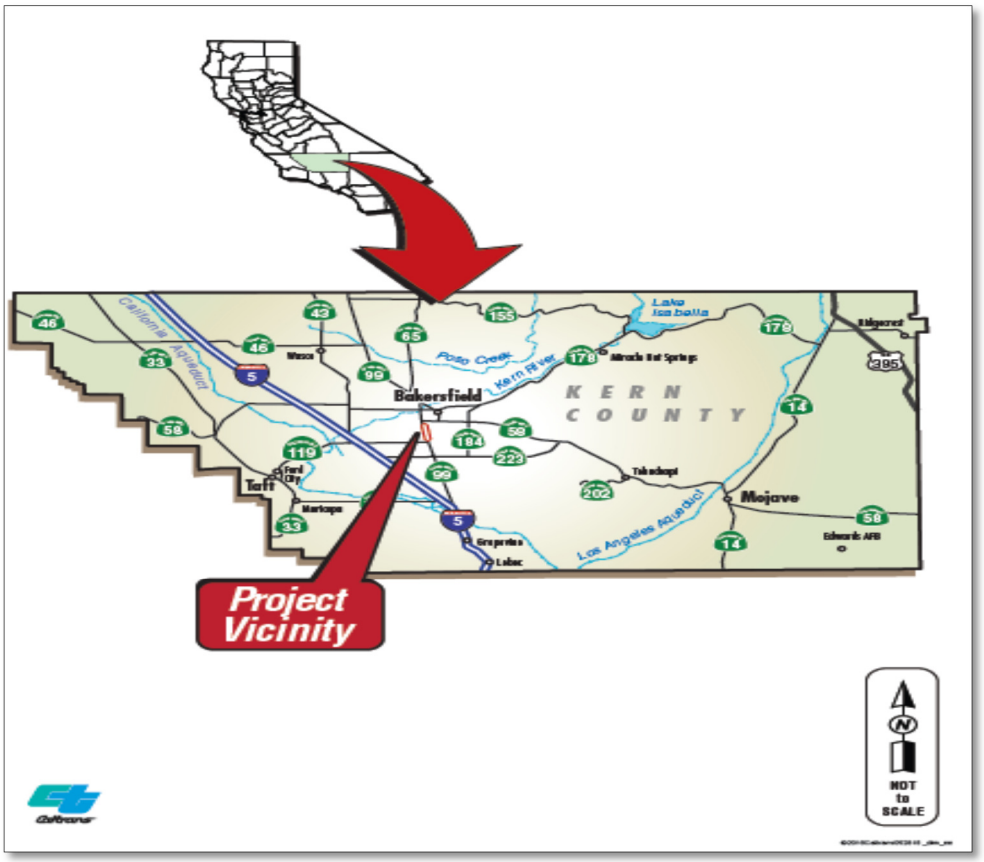
Project Description and Background

Project Title

Bakersfield 99 Rehabilitation Project

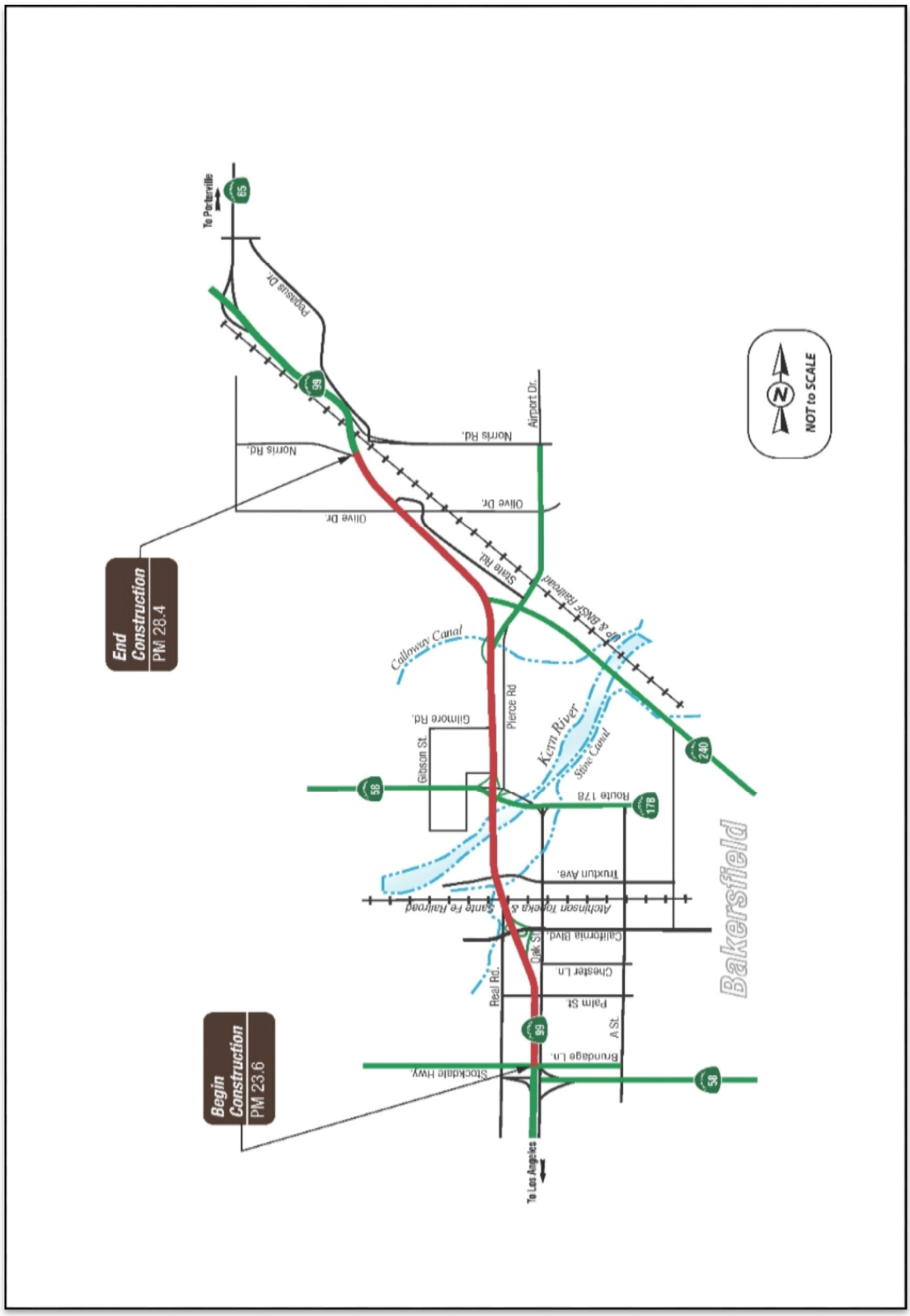
Project Location

The proposed project is located on State Route 99 in Kern County within the City of Bakersfield. The proposed project's southern limit is Brundage Lane and the northern limit is Beardsley Canal Bridge. Local streets, State Routes 58, 178 and 204, and railroad lines, Atchison Topeka and Santa Fe, Union Pacific and Burlington Northern Santa Fe, and Southern Pacific encompass the proposed project area. The Kern River is located in the southern portion of the project area.



Project Vicinity Map

State Route 99 is a heavily traveled major route in the most productive agricultural region in the world and is critical to the economic vitality of California. The regional landscape is well known for its abundant agricultural production of field crops, orchards and vineyards typical of the San Joaquin Valley.



Project Location Map

Description of Project

The California Department of Transportation (Caltrans) proposes a roadway improvements project on State Route 99 in Kern County within the City of Bakersfield.

Work includes rehabilitation of the number three and four lanes with Continuously Reinforced Concrete Pavement, widen and reconstruct the existing 8-foot outside shoulder to 10 feet where feasible and replace failed panels in the number one and two lanes with Portland Cement Concrete pavements in both the northbound and southbound directions. Slopes would be adjusted, soil compacted and vegetation (trees and shrubs) removed to accommodate for the extended shoulders.

The vertical profile at Airport Drive Overcrossing, State Route 99-State Route 204 Connector Overcrossing, Minkler Underpass and Olive Drive Overcrossing would be adjusted/lowered to achieve the minimum 16 feet standard vertical clearance.

Approximately 31 luminaires will be installed at various locations to improve the visibility of the roadway. Trenching would be required for the electrical work. The approximate depth for the luminaire would be 5 feet, and conduit trench dimensions would be 3 feet deep and 1 foot wide. The luminaire foundation would stay 2 to 3 feet out of the edge of shoulder.

The construction of a 1,300 foot long auxiliary lane prior to the State Route 99 northbound off-ramp at 24th Street (State Route 178) is proposed. To avoid additional right of way acquisition, an 11-foot high retaining wall is proposed at the edge of shoulder of the proposed auxiliary lane. No structural improvements would be made to the existing Kern River Bridge, however, there would be restriping for the auxiliary lane and a two-lane departure. The auxiliary lane section would consist of a 12-foot lane, a 10-foot wide shoulder and a retaining wall at the edge of the shoulder.

It is proposed to improve the northbound State Route 99 off-ramp to 24th Street (State Route 178) from two left-turn lanes and one free right-turn lane to three left-turn lanes and one free right-turn lane. The additional left-turn lane would be 12 feet wide with a 4-foot wide left shoulder.

A temporary single lane traffic transition between the Palm Avenue Overcrossing and Brundage Lane Overcrossing will occur through the median. The existing concrete median barrier would be removed at that segment and a temporary lane will be built to maintain a three-lane facility during construction. Following construction, the area will be returned to its original condition.

Surrounding Lands Uses and Setting

The proposed project lies within the urban areas of Bakersfield. State Route 99 in Bakersfield is heavily used by interregional travelers, commuters, recreational

travelers and goods movement. Commercial land uses adjacent to the project area include a variety of big box retail chains, small independently-owned businesses, franchises, strip malls, service stations, fast-food and dine-in restaurants. Warehousing and distribution facilities are typical industrial land uses located along State Route 99 in the proposed project area.

Other Public Agencies Whose Approval is Required

Agency	Permit/Approval	Status
United States Fish and Wildlife Service	Biological Opinion	Final Environmental Document
California Department of Fish and Wildlife	Section 2081	Prior to Construction

CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicated no impacts. A NO IMPACT answer in the last column reflects this determination. Where a clarifying discussion is needed, the discussion either follows the applicable section in the checklist or is placed within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA—not NEPA—impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project, Forest Legacy Assessment Project, and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	☐	☐	☐	☒
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans' determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b)Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☒
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒
XV. RECREATION:				

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

XVI. TRANSPORTATION/TRAFFIC: Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

The California Department of Transportation will implement a Traffic Management Plan for this project.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Additional Explanations for Questions in the Impacts Checklist

I. Aesthetics (checklist questions c and d)

Visual Character

A Visual Impact Assessment was completed for this project on November 30, 2015.

Affected Environment

State Route 99 creates a strong line in the landscape. The line is accentuated in its continuity and long views of the relatively straight route through the flat terrain within a land use setting of urban commercial, and light industrial uses.

Landscape types within the proposed project area are relatively homogeneous combinations of landform and land cover that recur throughout the region. Highway planting consists of mature tall trees and shrubs. Additionally, irrigation components are in place along the entire length of the project. The existing visual character is moderate, with no remarkable or outstanding vegetative, heritage trees, rock outcroppings and landform features.

Environmental Consequences

The proposed project will include widening of the outside shoulders at various locations. Heavy equipment will be used to re-grade and build-up the side slopes to accommodate the additional two feet of shoulder width. This will cause the removal of most of the highway planting along State Route 99. The proposed project would remove approximately 300 trees with a potential to reduce tree removal to 260. The vegetation removal, would be expected to create a moderate visual impact because the mature tall trees screen views from the road of the existing buildings and warehouses, as well as the views to the road from these structures. Local residents and daily commuters are expected to notice the removal of the tall mature trees.

Avoidance, Minimization, and/or Mitigation Measures

Highway planting will be replaced to help mitigate the visual impact of the removal of the existing mature vegetation. Native seeds will be used for erosion control. Planting compositions should be regionally appropriate and visually compatible with local indigenous plant communities or surrounding landscape planting. Newly constructed slopes should be designed to aesthetically blend with the surrounding landscape, and be appropriate for planting trees, native shrubs and grasses.

IV. Biological Resources (checklist questions a and d)

Threatened, Endangered and Special Status Species

A Natural Environmental Study was completed for this project on December 21, 2015.

Wildlife reconnaissance-level field surveys were conducted in October 2014, March 2015, April 2015, June 2015, August 2015 and September 2015. All wildlife observations within the biological study area, as well as visible signs of wildlife occupancy and use, such as tracks, scat, burrows, and nests, were documented. The biological study area includes the project impact area plus adjacent right-of-way areas along both sides of State Route 99 (see *Appendix B, Project Mapping*).

Common botanical species were identified by two California Department of Transportation biologists with botanical survey experience during a reconnaissance-level botanical survey on October 14, 2014 and March 4, 2015. The length of the biological study area was driven slowly, using the road shoulder as needed, and all observable species of plants were identified. Limited walking surveys were also conducted at various locations.

Affected Environment

Animals

Animals that have the potential to occur within the project area are the burrowing owl (*Athene cunicularia*) and the San Joaquin kit fox (*Vulpes macrotis mutica*).

Burrowing Owl

The burrowing owl (*Athene cunicularia*) can be found throughout much of California and is the only owl in North America that nests in underground burrows. The burrowing owl is listed as a California Species of Concern. This small owl measures approximately 9 inches long (15-inch wingspan) and weighs 5 to 8 ounces. It is brown with white spots on its wings and back, and off-white breast with brown bars. The eyes are yellow, and the face is highlighted by a prominent white eyebrow. The burrowing owl has long legs and spends a great deal of time standing on the ground or on a small mound near the burrow entrance, or perched on low perches such as brush and fence posts.

Several owl pairs may nest close to one another and form loose colonies, and adult owls will aggressively defend their own burrow against other burrowing owls and predators.

Burrowing owl habitat consists of open, dry annual or perennial grasslands, deserts, or open scrublands with low vegetation, soils suitable for digging, and a suitable prey base of burrowing rodents, small reptiles, and insects. Much of its habitat has been lost to urban and agricultural development, particularly throughout the San Joaquin Valley. Small, isolated populations can be found in pockets of remaining habitat.

The burrowing owl was not observed during reconnaissance surveys. There was no evidence of burrow occupancy along the banks of the waterways or within retention basins adjacent to the biological study area. Overall, there is limited potential habitat for burrowing owl based on the current level of disturbance.

San Joaquin Kit Fox

The San Joaquin kit fox (*Vulpes macrotis mutica*) is a federally endangered and state threatened species. The kit fox is the smallest fox in North America, with an average body length of 20 inches and weight of about 5 pounds. These foxes have large ears that are set close together; they have a slim body, and a long, black-tipped, bushy tail that is carried low and straight. Their coat ranges from a buff-tan in the summer to a silver-grey in the winter, with undersides varying from light buff to white.

The historic range of the San Joaquin kit fox included most of the San Joaquin Valley from San Joaquin County southward to southern Kern County. Currently, San Joaquin kit foxes occur in the remaining native valley and foothill grasslands. They can be found in saltbush scrub communities of the valley floor and surrounding foothills from southern Kern County north to Merced County. San Joaquin kit foxes are also known to occur in extensively modified habitats such as oil fields and wind turbine facilities. San Joaquin kit foxes are present, but generally less abundant, in other highly modified landscapes such as agricultural row crops, irrigated pastures, orchards, and vineyards.

San Joaquin kit foxes use dens for protection, temperature regulation, and shelter from weather. They may dig their own dens, use those constructed by other animals, or use artificial structures (culverts, abandoned pipelines, or banks in sumps). San Joaquin kit foxes often change dens, and many dens may be used throughout the year. Females are probably capable of breeding two or more times per year. Young are born in the burrow.

San Joaquin kit foxes are known to occur throughout the city of Bakersfield. The closest sightings occur in the vicinity of State Route 99 and State Route 204. During reconnaissance surveys, two active San Joaquin kit fox dens were observed within and adjacent to the biological study area within 200 feet of State Route 99 and State Route 204, respectively. One adult was observed at a den within the biological study area, and one adult and three pups were observed at a den adjacent to the biological study area. In addition, two adult San Joaquin kit foxes were observed foraging along the Kern River.

Plants

A plant species that has the potential to occur within the project area is the San Joaquin woolly-threads *(Monolopia congdonii).*

San Joaquin Woolly-Threads

The San Joaquin woolly-threads *(Monolopia congdonii)* is an annual herb native to California and part of the sunflower family. It typically occurs in sandy grasslands and alkali sink habitats. The San Joaquin woolly-threads has wavy, narrow, oblong leaves and yellow flower heads clustered at the branch tips. It stands 2 to 12 inches tall and is loosely woolly. The bloom period is February to May.

The plant is federally listed as endangered. San Joaquin woolly-threads is also a California Native Plant Society List 1B species, which is considered rare, threatened or endangered throughout its range; moderately threatened in 20 to 80 percent of occurrences. The San Joaquin woolly-threads was not observed in the biological study area during a botanical survey conducted by California Department of Transportation biologists.

Environmental Consequences

Animals

Burrowing Owl

Marginal denning habitat runs along the Kern River and canals, but no work is proposed in these waterways, so potential impacts to this species will be avoided. Disturbance impacts (i.e., noise and vibration) may result if burrowing owls are occupying culverts or burrows next to work areas, or traveling or foraging near active work areas.

San Joaquin Kit Fox

The ruderal habitat adjacent to State Route 99 has very low habitat value (permanent impact area), but the areas farther from the road (temporary impact area) offer limited denning and foraging habitat, as observed by the San Joaquin kit foxes found during the reconnaissance surveys.

The proposed project will permanently remove 20 acres of ruderal habitat and temporarily disturb 80 acres of ruderal habitat.

Disturbances associated with the construction of the proposed project may also affect the San Joaquin kit fox, such as noise from construction equipment and light pollution used during nighttime work. The nighttime disturbance is expected to last for 100 days. The temporary loss of potential denning and foraging habitat in the biological study area due to construction vehicle operation and foot traffic could also result in reduced prey availability. The installation of Type K temporary railing may also increase the risk of vehicle strikes in the active work zone or along State Route 99.

Currently, there are no active San Joaquin kit fox dens proposed to be removed as a result of the proposed project. The active kit fox den located within the biological study area will be temporarily closed for one season, between June 15 and September 30 to avoid the breeding season and pup rearing period.

Plants

San Joaquin Woolly-Threads

The proposed project is not likely to have any impacts to the San Joaquin woolly-threads based on the low probability of the species being present in the biological study area due to the high level of disturbance associated with maintenance practices along State Route 99 and the surrounding urban landscape.

Avoidance, Minimization, and/or Mitigation Measures

Animals

Burrowing Owl

- Pre-construction surveys would be conducted within the biological study area no more than 30 days prior to the start of construction to determine any presence or sign of burrowing owl occupancy. Within the same timeframe, additional surveys would be conducted within 500 feet of State Route 99 (if feasible) near potentially suitable habitat, which includes all waterways and retention basins adjacent to the biological study area.
- Active burrowing owl burrows within the project limits would be protected by a 165-foot-radius protection buffer outside of the nesting season (September 1 to January 31).
- Active burrowing owl burrows within the project limits would be protected by a 650-foot-radius protection buffer during the nesting season (February 1 to August 31).
- If active burrows are located within a construction area that cannot be avoided by a protection buffer, passive relocation efforts would be implemented by installing one-way exclusion doors on burrow entrances, and providing artificial burrows constructed nearby (within 150 to 300 feet if possible). A minimum of 6.5 acres of contiguous foraging habitat should be available within a 300-foot radius around the new burrow site per owl pair or resident single bird. All passive relocation work would be performed by State-approved, qualified biologists.
- A California Department of Fish and Wildlife approved biologist will perform daytime monitoring of active burrows within the project limits if construction activities must occur within the protective buffer zone.
- All burrowing owl avoidance and minimization guidelines would conform to the *Staff Report on Burrowing Owl Mitigation* published by California Department of Fish and Wildlife in 2012.
- Compensatory mitigation is not proposed for the burrowing owl because the species was not observed during surveys and marginal habitat located along the Kern River and canals will be avoided.

San Joaquin Kit Fox

The California Department of Transportation will implement measures based on the January 2011, *United States Fish and Wildlife Service Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance*:

- A United States Fish and Wildlife Service approved biologist will be present onsite during initial ground-disturbing activities occurring within 500 feet of any potential or known dens identified in the project footprint.
- Potential, atypical, and known dens located within the project footprint will be monitored and once they are verified to be unoccupied, they will be temporarily blocked (via sandbagging or installation of a one-way door) for the duration of the project, for no more than one season. A letter report will be submitted to United States Fish and Wildlife Service and California Department of Fish and Wildlife prior to the start of ground disturbance and/or construction activities.
- All food-related trash items such as wrappers, cans, bottles, and food scraps will be disposed of in closed containers and removed daily from the entire project site to reduce the potential for attracting predator species.
- Pre-construction surveys would be conducted within the biological study area no more than 30 days prior to the start of construction to determine any presence of kit fox dens. A letter report and map of known and potential kit fox dens will be submitted to United States Fish and Wildlife Service and California Department of Fish and Wildlife prior to the start of ground disturbance and/or construction activities.

Other avoidance and minimization measures include the following:

- If a natal/pupping den is observed during pre-construction surveys, the United States Fish and Wildlife Service will be notified to determine an appropriate course of action.
- A United States Fish and Wildlife Service approved biologist will check the closed den site every two weeks to ensure the exclusion device remains intact for the project duration, not to exceed one season. If animal activity is observed, the biologist will monitor the site, verify the den is unoccupied, and apply new temporary exclusion. The exclusion device would be removed after approval is received from the United States Fish and Wildlife Service.
- A United States Fish and Wildlife Service approved biologist may monitor nighttime construction activities within 500 feet of any potential or known dens identified in the project footprint (if feasible) in the event the exclusion device is temporarily compromised. Once the exclusion device is intact, the monitoring will cease. Monitoring will take place for one half hour before sunset up to one hour following sunset and again for one half hour before sunrise up to one hour following sunrise.

- Temporary railing (Type K) modified with openings will be used in the project area to allow passage during night-time construction activities.
- Fencing would be installed around the dens and east of the State Route 99 northbound off-ramp to State Route 178 (24th Street), which would be designated as Environmentally Sensitive Areas. The fencing would be placed to include a 20-foot buffer around the den openings and 3 feet beyond the edge of pavement east of the off-ramp from northbound State Route 99 to State Route 178 (24th Street). The fencing would also be checked every two weeks to ensure it remains intact for the project duration, not to exceed one season (in the case of the dens only). The fencing would be removed upon approval from the United States Fish and Wildlife Service.
- With implementation of avoidance and minimization measures, compensatory mitigation is not proposed for the San Joaquin kit fox.

Plants

San Joaquin Woolly-Threads

- If construction activities will be done in the Kern River channel or along the banks (beyond the right-of-way limits), pre-construction botanical surveys will be conducted.
- The protocol-level botanical surveys will consist of a United States Fish and Wildlife Service-approved biologist walking within the project footprint (areas proposed for disturbance and that contain suitable habitat in the Kern River channel) during the appropriate blooming period for the San Joaquin woolly-threads. The surveys will be conducted in accordance with the most current protocols accepted by the United States Fish and Wildlife Service.
- Compensatory mitigation is not proposed for the San Joaquin woolly-threads because the species was not observed during surveys and there is a low probability of occurrence at the Kern River.

Other Biological Species

Affected Environment

Bats

Suitable roosting sites were identified underneath the State Route 99 bridge over the Kern River. Along with the expansion joint, bats were found roosting underneath one of the metal plates located where the bridge section is bolted together at the expansion joint. Other potential sites included the recesses located along the length of the bridge between the concrete girders and the bridge section closest to the ground at the northern abutment. Based on the fly-out surveys, the roost size is estimated to be approximately 5,300 individuals. Four bat species were detected during the

acoustical monitoring. These species include the Mexican free-tailed bat *(Tadarida brasiliensis)*, big brown bat *(Eptesicus fuscus)*, Yuma myotis *(Myotis yumanensis)*, and silver-haired bat *(Lasionectyris noctivagans)*, none of which are special-status species. Bats were also found occupying the Calloway Canal Bridge.

Migratory Birds

Mature eucalyptus trees along with other suitable trees located within the biological study area provide suitable nesting habitat for a variety of bird and raptor species. An active red-tailed hawk *(Buteo jamaicensis)* nest was observed adjacent to the biological study area. Trees to be removed for the construction of the proposed project may be suitable nesting sites. Construction activities may also disturb migratory birds due to dust, vibration, noise, vehicle operation, and foot traffic. Cliff swallow *(Petrochelidon pyrrhonota)* nests were also observed under some of the bridges, which will not be affected as a result of the proposed project.

Environmental Consequences

Bats

No construction work is scheduled to occur underneath the Kern River Bridge or at the Calloway Canal Bridge. No impacts to bats are anticipated.

Migratory Birds

The proposed project would remove approximately 300 trees with a potential to reduce tree removal to 260. Some of these trees are suitable nesting sites. Construction activities may also disturb migratory birds due to dust, vibration, noise, vehicle operation and foot traffic.

Avoidance, Minimization, and/or Mitigation Measures

Bats

- Apply a construction window during the winter months (November 15 to March 15).
- If construction activities at the bridge are altered to the extent that roosting bats will be affected, exclusion of the roost site may be needed.

Migratory Birds

- Apply applicable standard special provisions to comply with the Migratory Bird Treaty Act by ensuring that project-related activities do not result in harmful impacts to nesting birds, or their nests, eggs, and young.

- Conduct pre-construction surveys, and apply protective fencing or buffer around nest trees, and tree removal during the non-nesting season (September 15 to February 15) as required.

Appendix A United States Fish and Wildlife Service Species List

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
FEDERAL BUILDING, 2800 COTTAGE WAY, ROOM W-2605
SACRAMENTO, CA 95825
PHONE: (916)414-6600 FAX: (916)414-6713

Consultation Code: 08ESMF00-2016-SLI-0055 October 13, 2015
Event Code: 08ESMF00-2016-E-00111
Project Name: Bakersfield 99 Rehab

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2)

of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

The table below outlines lead FWS field offices by county and land ownership/project type. Please refer to this table when you are ready to coordinate (including requests for section 7 consultation) with the field office corresponding to your project, and send any documentation regarding your project to that corresponding office. Therefore, the lead FWS field office may not be the office listed above in the letterhead. Please visit our office's website (http://www.fws.gov/sacramento) to view a map of office jurisdictions.

Lead FWS offices by County and Ownership/Program

County	Ownership/Program	Species	Office Lead*
Alameda	Tidal wetlands/marsh adjacent to Bays	Salt marsh species, delta smelt	BDFWO
Alameda	All ownerships but tidal/estuarine	All	SFWO
Alpine	Humboldt Toiyabe National Forest	All	RFWO
Alpine	Lake Tahoe Basin Management Unit	All	RFWO
Alpine	Stanislaus National Forest	All	SFWO
Alpine	El Dorado National Forest	All	SFWO
Colusa	Mendocino National Forest	All	AFWO
Colusa	Other	All	By jurisdiction (see map)
Contra Costa	Legal Delta (Excluding ECCHCP)	All	BDFWO
Contra Costa	Antioch Dunes NWR	All	BDFWO
Contra Costa	Tidal wetlands/marsh adjacent to Bays	Salt marsh species, delta smelt	BDFWO
Contra Costa	All ownerships but tidal/estuarine	All	SFWO

Lead FWS offices by County and Ownership/Program

County	Ownership/Program	Species	Office Lead*
Alameda	Tidal wetlands/marsh adjacent to Bays	Salt marsh species, delta smelt	BDFWO
Alameda	All ownerships but tidal/estuarine	All	SFWO
Alpine	Humboldt Toiyabe National Forest	All	RFWO
Alpine	Lake Tahoe Basin Management Unit	All	RFWO
Alpine	Stanislaus National Forest	All	SFWO
Alpine	El Dorado National Forest	All	SFWO
Colusa	Mendocino National Forest	All	AFWO
Colusa	Other	All	By jurisdiction (see map)
Contra Costa	Legal Delta (Excluding ECCHCP)	All	BDFWO
Contra Costa	Antioch Dunes NWR	All	BDFWO
Contra Costa	Tidal wetlands/marsh adjacent to Bays	Salt marsh species, delta smelt	BDFWO
Contra Costa	All ownerships but tidal/estuarine	All	SFWO

Marin	Tidal wetlands/marsh adjacent to Bays	Salt marsh species, delta smelt	BDFWO
Marin	All ownerships but tidal/estuarine	All	SFWO
Mendocino	Russian River watershed	All	SFWO
Mendocino	All except Russian River watershed	All	AFWO
Napa	All ownerships but tidal/estuarine	All	SFWO
Napa	Tidal wetlands/marsh adjacent to San Pablo Bay	Salt marsh species, delta smelt	BDFWO
Nevada	Humboldt Toiyabe National Forest	All	RFWO
Nevada	All other ownerships	All	By jurisdiction (See map)
Placer	Lake Tahoe Basin Management Unit	All	RFWO
Placer	All other ownerships	All	SFWO
Sacramento	Legal Delta	Delta Smelt	BDFWO
Sacramento	Other	All	By jurisdiction (see map)
San Francisco	Tidal wetlands/marsh adjacent to San Francisco Bay	Salt marsh species, delta smelt	BDFWO

San Francisco	All ownerships but tidal/estuarine	All	SFWO
San Mateo	Tidal wetlands/marsh adjacent to San Francisco Bay	Salt marsh species, delta smelt	BDFWO
San Mateo	All ownerships but tidal/estuarine	All	SFWO
San Joaquin	Legal Delta excluding San Joaquin HCP	All	BDFWO
San Joaquin	Other	All	SFWO
Santa Clara	Tidal wetlands/marsh adjacent to San Francisco Bay	Salt marsh species, delta smelt	BDFWO
Santa Clara	All ownerships but tidal/estuarine	All	SFWO
Shasta	Shasta Trinity National Forest except Hat Creek Ranger District (administered by Lassen National Forest)	All	YFWO
Shasta	Hat Creek Ranger District	All	SFWO
Shasta	Bureau of Reclamation (Central Valley Project)	All	BDFWO
Shasta	Whiskeytown National Recreation Area	All	YFWO
Shasta	BLM Alturas Resource Area	All	KFWO

Shasta	Caltrans	By jurisdiction	SFWO/AFWO
Shasta	Ahjumawi Lava Springs State Park	Shasta crayfish	SFWO
Shasta	All other ownerships	All	By jurisdiction (see map)
Shasta	Natural Resource Damage Assessment, all lands	All	SFWO/BDFWO
Sierra	Humboldt Toiyabe National Forest	All	RFWO
Sierra	All other ownerships	All	SFWO
Solano	Suisun Marsh	All	BDFWO
Solano	Tidal wetlands/marsh adjacent to San Pablo Bay	Salt marsh species, delta smelt	BDFWO
Solano	All ownerships but tidal/estuarine	All	SFWO
Solano	Other	All	By jurisdiction (see map)
Sonoma	Tidal wetlands/marsh adjacent to San Pablo Bay	Salt marsh species, delta smelt	BDFWO
Sonoma	All ownerships but tidal/estuarine	All	SFWO
Tehama	Mendocino National Forest	All	AFWO
	Shasta Trinity National Forest		

Tehama	except Hat Creek Ranger District (administered by Lassen National Forest)	All	YFWO
Tehama	All other ownerships	All	By jurisdiction (see map)
Yolo	Yolo Bypass	All	BDFWO
Yolo	Other	All	By jurisdiction (see map)
All	FERC-ESA	All	By jurisdiction (see map)
All	FERC-ESA	Shasta crayfish	SFWO
All	FERC-Relicensing (non-ESA)	All	BDFWO
***Office Leads:**			
AFWO=Arcata Fish and Wildlife Office			
BDFWO=Bay Delta Fish and Wildlife Office			
KFWO=Klamath Falls Fish and Wildlife Office			
RFWO=Reno Fish and Wildlife Office			
YFWO=Yreka Fish and Wildlife Office			

Attachment

Tehama	except Hat Creek Ranger District (administered by Lassen National Forest)	All	YFWO
Tehama	All other ownerships	All	By jurisdiction (see map)
Yolo	Yolo Bypass	All	BDFWO
Yolo	Other	All	By jurisdiction (see map)
All	FERC-ESA	All	By jurisdiction (see map)
All	FERC-ESA	Shasta crayfish	SFWO
All	FERC-Relicensing (non-ESA)	All	BDFWO
***Office Leads:**			
AFWO=Arcata Fish and Wildlife Office			
BDFWO=Bay Delta Fish and Wildlife Office			
KFWO=Klamath Falls Fish and Wildlife Office			
RFWO=Reno Fish and Wildlife Office			
YFWO=Yreka Fish and Wildlife Office			

Attachment

United States Department of Interior
Fish and Wildlife Service

Project name: Bakersfield 99 Rehab

Official Species List

Provided by:

Sacramento Fish and Wildlife Office
FEDERAL BUILDING
2800 COTTAGE WAY, ROOM W-2605
SACRAMENTO, CA 95825
(916) 414-6600

Consultation Code: 08ESMF00-2016-SLI-0055
Event Code: 08ESMF00-2016-E-00111

Project Type: TRANSPORTATION

Project Name: Bakersfield 99 Rehab
Project Description: Resurface, restore, and rehabilitate State Route 99 in Bakersfield from the Palm Avenue OC to the Beardsley Canal

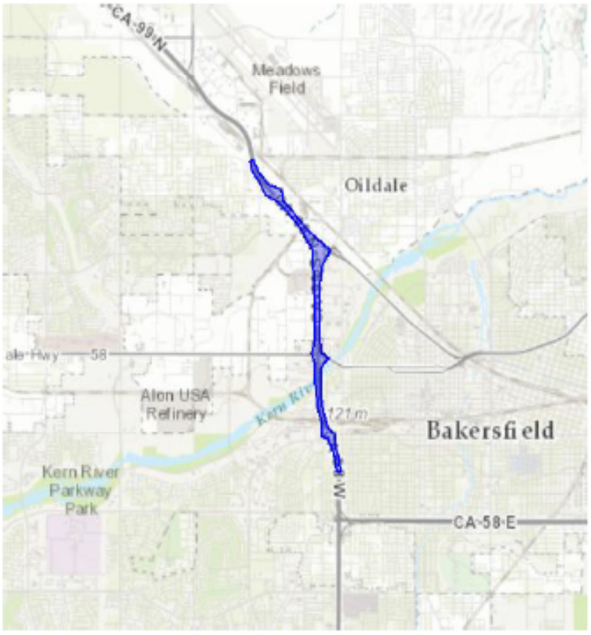
Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.

http://ecos.fws.gov/ipac, 10/13/2015 12:20 PM

United States Department of Interior
Fish and Wildlife Service

Project name: Bakersfield 99 Rehab

Project Location Map:



Project Coordinates: The coordinates are too numerous to display here.

Project Counties: Kern, CA

United States Department of Interior
Fish and Wildlife Service

Project name: Bakersfield 99 Rehab

Endangered Species Act Species List

There are a total of 14 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Amphibians	Status	Has Critical Habitat	Condition(s)
California red-legged frog *(Rana draytonii)* Population: Entire	Threatened	Final designated	
Birds			
Southwestern Willow flycatcher *(Empidonax traillii extimus)* Population: Entire	Endangered	Final designated	
Yellow-Billed Cuckoo *(Coccyzus americanus)* Population: Western U.S. DPS	Threatened	Proposed	
Crustaceans			
Vernal Pool fairy shrimp *(Branchinecta lynchi)* Population: Entire	Threatened	Final designated	
Fishes			
Delta smelt *(Hypomesus transpacificus)* Population: Entire	Threatened	Final designated	

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United States Department of Interior
Fish and Wildlife Service

Project name: Bakersfield 99 Rehab

Flowering Plants			
Bakersfield cactus *(Opuntia treleasei)*	Endangered		
San Joaquin wooly-threads *(Monolopia (=lembertia) congdonii)*	Endangered		
San Mateo thornmint *(Acanthomintha obovata ssp. duttonii)*	Endangered		
Mammals			
Buena Vista Lake Ornate Shrew *(Sorex ornatus relictus)* Population: Entire	Endangered	Final designated	
Giant kangaroo rat *(Dipodomys ingens)* Population: Entire	Endangered		
San Joaquin Kit fox *(Vulpes macrotis mutica)* Population: wherever found	Endangered		
Tipton kangaroo rat *(Dipodomys nitratoides nitratoides)* Population: Entire	Endangered		
Reptiles			
Blunt-Nosed Leopard lizard *(Gambelia silus)* Population: Entire	Endangered		
Giant Garter snake *(Thamnophis gigas)* Population: Entire	Threatened		

http://ecos.fws.gov/ipac, 10/13/2015 12:20 PM

United States Department of Interior
Fish and Wildlife Service

Project name: Bakersfield 99 Rehab

Critical habitats that lie within your project area

There are no critical habitats within your project area.

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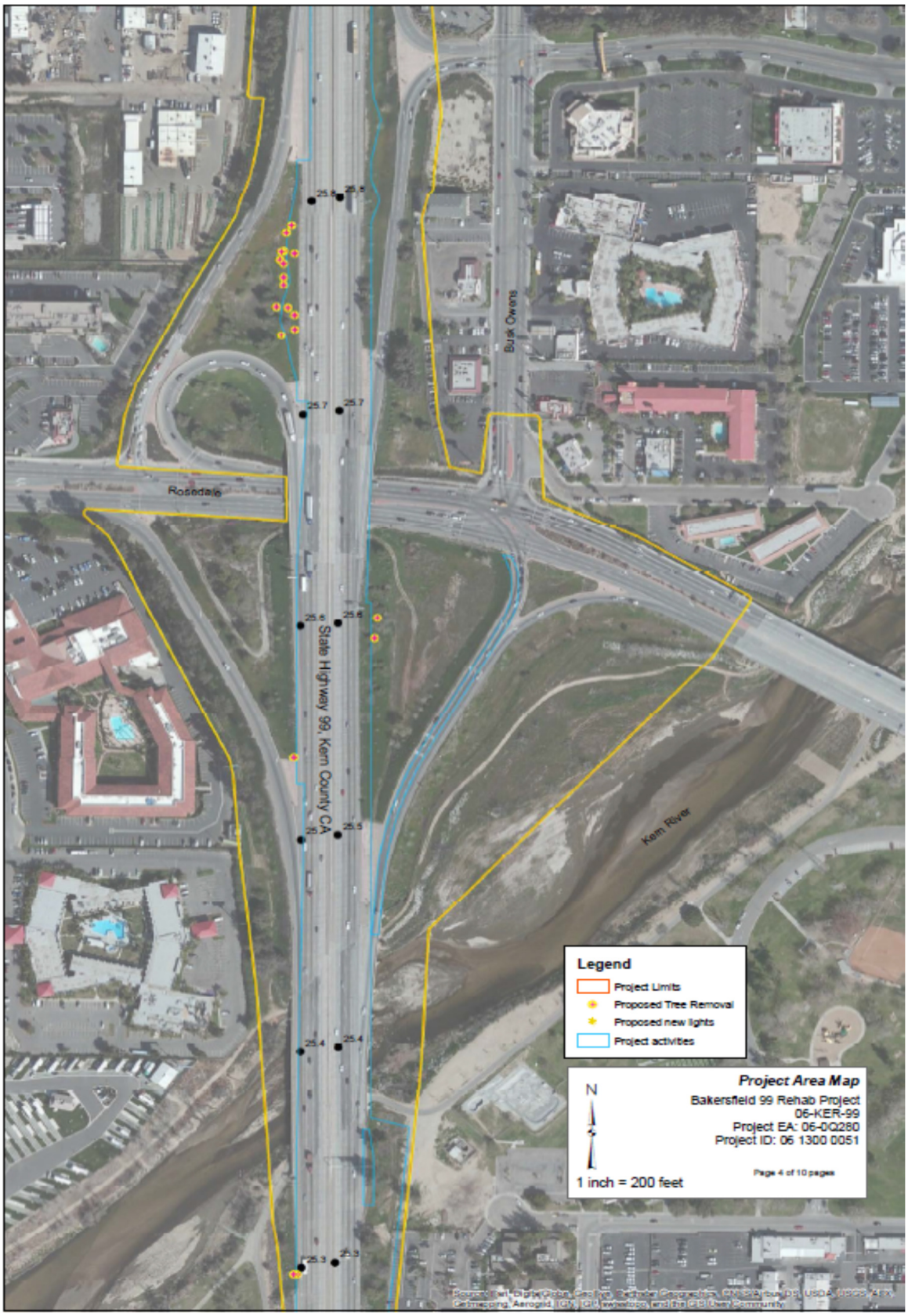
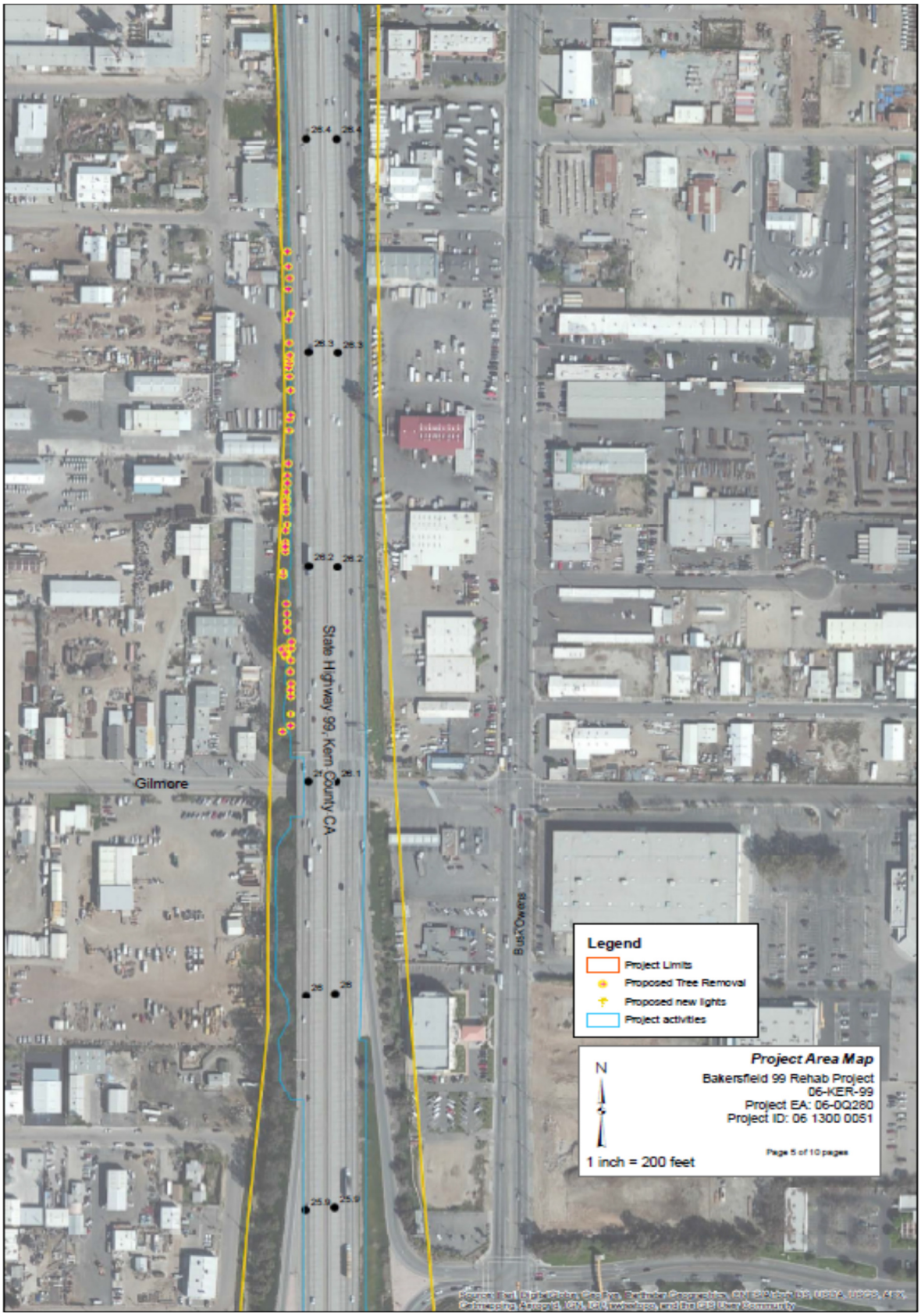
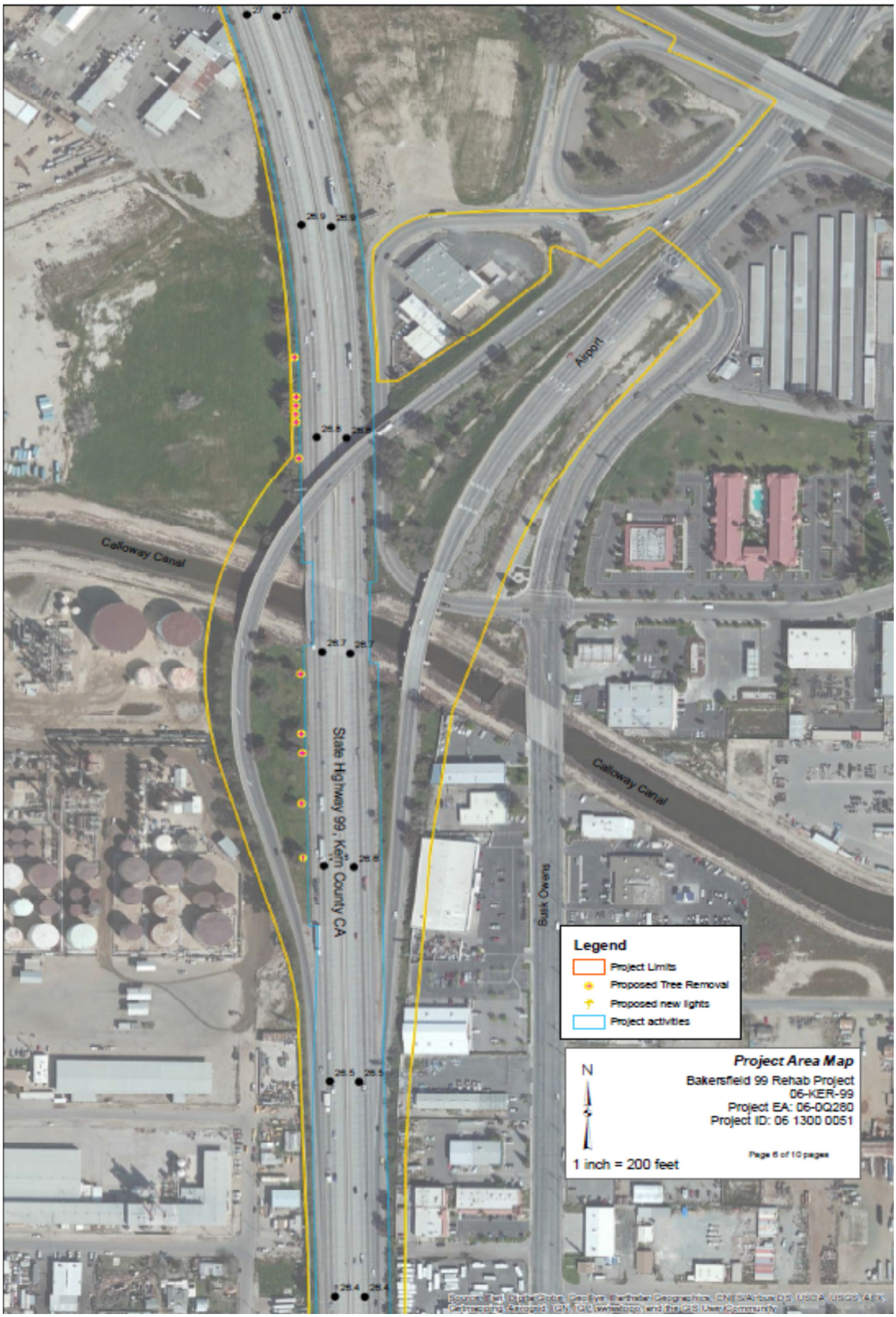
Appendix B Project Mapping


California
State Highway 99, Kern County CA
Oak
24.7
24.6
24.5
24.4
24.3
24.2
Legend
Project Limits
Proposed Tree Removal
Proposed new lights
Project activities
N
1 inch = 200 feet
Project Area Map
Bakersfield 99 Rehab Project
06-KER-99
Project EA: 06-0Q280
Project ID: 06 1300 0051
Page 2 of 10 pages


Kern River
Carrier Canal
Truxtun
Carrier Canal
Sting Canal
State Highway 99, Kern County CA
BNSF Main Line
Legend
Project Limits
Proposed Tree Removal
Proposed new lights
Project activities
Project Area Map
Bakersfield 99 Rehab Project
06-KER-99
Project EA: 06-0Q280
Project ID: 06 1300 0051
N
1 inch = 200 feet
Page 3 of 10 pages


Rosedale
Buck Owens
State Highway 99, Kern County CA
Kern River
25.8
25.7
25.6
25.5
25.4
25.3
Legend
Project Limits
Proposed Tree Removal
Proposed new lights
Project activities
Project Area Map
Bakersfield 99 Rehab Project
06-KER-99
Project EA: 06-0Q280
Project ID: 06 1300 0051
Page 4 of 10 pages
N
1 inch = 200 feet


State Highway 99, Kern County CA
Gilmore
Buck Owens
Legend
Project Limits
Proposed Tree Removal
Proposed new lights
Project activities
Project Area Map
Bakersfield 99 Rehab Project
06-KER-99
Project EA: 06-0Q260
Project ID: 06 1300 0051
Page 5 of 10 pages
N
1 inch = 200 feet


Calloway Canal
Airport
State Highway 99, Kern County CA
Buck Owens
Calloway Canal
Legend
Project Limits
Proposed Tree Removal
Proposed new lights
Project activities
Project Area Map
Bakersfield 99 Rehab Project
06-KER-99
Project EA: 06-0Q280
Project ID: 06 1300 0051
N
1 inch = 200 feet
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State
State Highway 99, Kern County CA
Golden State
Legend
Project Limits
Proposed Tree Removal
Proposed new lights
Project activities
Project Area Map
Bakersfield 99 Rehab Project
06-KER-99
Project EA: 06-0Q280
Project ID: 06 1300 0051
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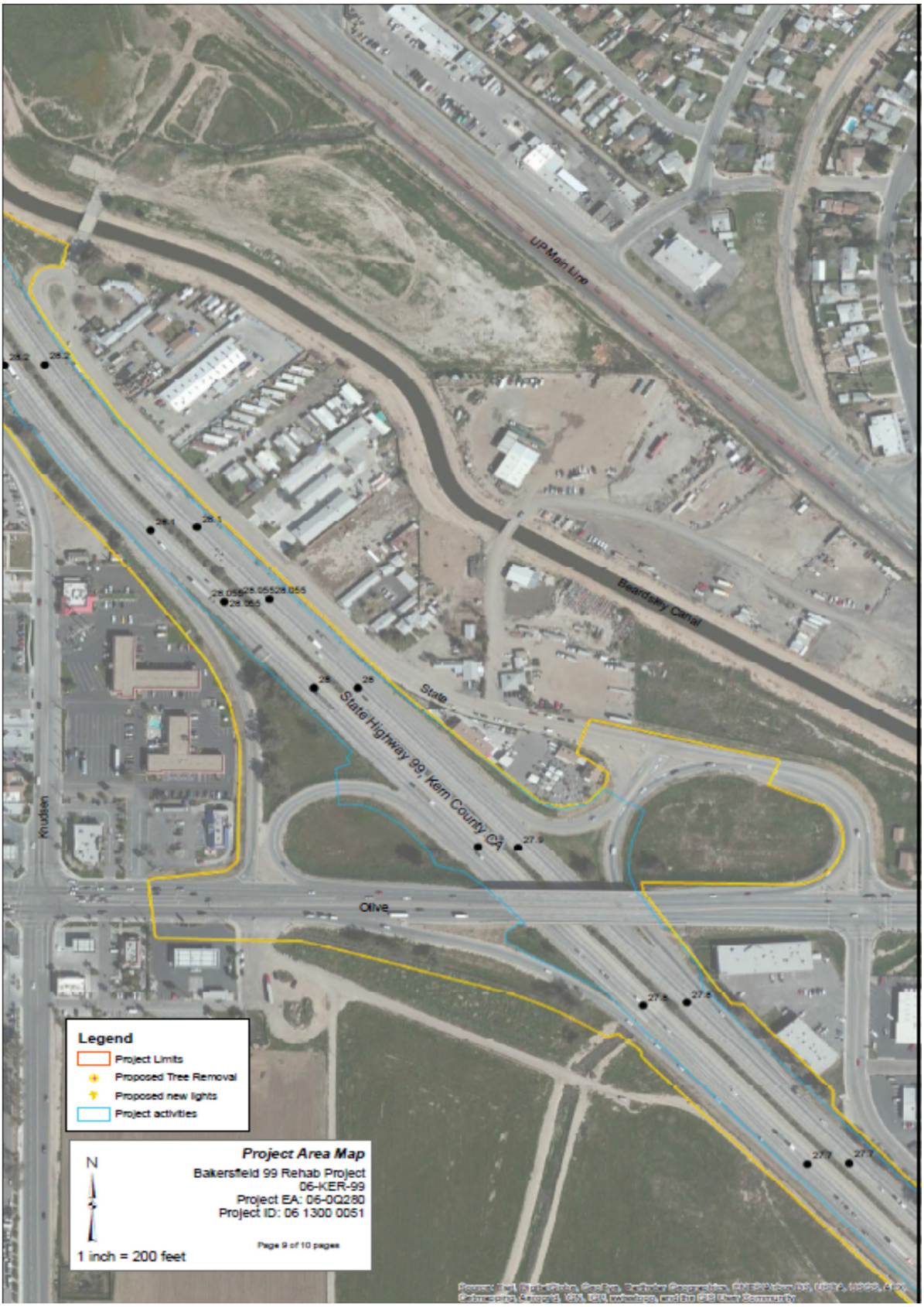
N
1 inch = 200 feet


UP Main Line
Olive
State Highway 99 Kern County CA
State
State
Legend
Project Limits
Proposed Tree Removal
Proposed new lights
Project activities
Project Area Map
Bakersfield 99 Rehab Project
06-KER-99
Project EA: 06-0Q280
Project ID: 06 1300 0051
Page 8 of 10 pages
N
1 inch = 200 feet


UP Main Line
Beardsley Canal
State
State Highway 99 - Kern County CA
Olive
Knudsen
Legend
Project Limits
Proposed Tree Removal
Proposed new lights
Project activities
Project Area Map
Bakersfield 99 Rehab Project
06-KER-99
Project EA: 06-0Q280
Project ID: 06 1300 0051
Page 9 of 10 pages
N
1 inch = 200 feet


Norris
State Highway 99, Kern County CA
Beardsley Canal
Roberts
UP Main Line
25.4
25.4
25.3
25.3
25.2
25.2
State
25.1
25.1
Knudsen
28.055
28.055
28.055
Legend
Project Limits
Proposed Tree Removal
Proposed new lights
Project activities
Project Area Map
Bakersfield 99 Rehab Project
06-KER-99
Project EA: 06-0Q280
Project ID: 06 1300 0051
Page 10 of 10 pages
N
1 inch = 200 feet